

Army Panel Bridge



Ted Cummer's SCENE TODAY

JUST IN CASE the Provo River goes on the rampage and washes out a main bridge, the 117th Engineer Company of the Utah National Guard, Heber City, is ready to step into the breach—or bridge the gap would probably be a better term. This unit, a panel bridge outfit, now has at hand a 130-foot double truss bridge, capable of carrying 55 tons, or the Army's heaviest tank, all neatly packaged and ready to be put to use.

The outfit is commanded by Capt. William Sweetney, who in civilian life lives at Heber and with other members of his family operates a timber mill at Hallsstone.

HAPPY HUNTING GROUND

Present day Heberites are busy promoting their area's recreational features, but it was a favorite hunting, fishing and relaxing spot long before the palatice ever came this way. The marker on the grounds of the Wasatch County Courthouse relates that Chief Walker found it a pleasant place along in the 1860s, and that the Indians resorted to the arrival of the white settlers there in 1864.

Bishop Joseph S. Murdoch was friendly with the Indians, the tablet states, "and invited Chief Tabby an aboriginal to his home for a barbecue. A peace treaty was signed Aug. 20, 1867, ending the Indian depredations and proving the truth of what Brigham Young had said, 'that it is better to feed the Indians than to fight them.'"

WHAT'S IN A NAME?

Visiting in Heber the other day we were directed to the home of a later day Joseph Murdoch (this one is Joseph T.) a prominent sheepman, and were somewhat puzzled to

find him referred to by most of the townsfolk as Joe Bush. Later his wife told us why.

"When he was a little chap," she said, "there were so many Joseph Murders around no one could keep them straight, so his grandmother said 'I guess we'll just call you Joe Bush (the name of a well-known Indian in the area) so we can tell you from the others.'"

The name stuck and throughout his life he has been known as Joe Bush—even gets mail addressed that way.

DE LUXE BURIAL SERVICE

Speaking of Heber's Indians, Mrs. Emma Hatch Wherrett, member of one of the old set, frequent visitors to the old A. Hatch Co. store, and later on when they used to bring their sick in from the reservation to see her husband, the late Dr. V. R. Wherrett.

"Along about 1903 or 1906," she recalled, "an old chief brought in his son who was mortally sick. He died here, and the chief insisted on burying him here in the Heber Cemetery—Indian fashion."

"All his guns, blankets and trophies were buried with him, and then they laid all his robes onto the grave and slid them. He expected to leave them there too, but as soon as he went back to the reservation, the people hauled them off and buried them."

RAVAGES OF YOUTH

Meeting a friend he hadn't seen for years, a man commented, "George, you're sure changed. What makes you look so old?" "Trying to keep young" was the reply. "Trying to keep young" was the reply. "Yes," was the response, "mine of them."

PHOTO ILLUSTRATION COURTESY OF U OF U



Computerized image shows bridge, which will span busy Wasatch Drive and improve safety for pedestrians and bikes.

BRIDGE

Continued from B1

The bridge will change the skyline "and redefine the U. as much more than a commuter campus," said Spencer F. Eccles, president of the Eccles foundation. "The U. was such a big part of his (George Eccles) life. He would be particularly excited about creating this

important campus connection, particularly for the students."

An estimated 31,000 cars travel each week day on Wasatch Drive, which divides the U. campus. Walking or biking between upper and lower campus is largely unheard of, said Randy Turpin, vice president for administrative services at the U. The bridge not only solves an access problem, it addresses a real safety issue for anyone trying to get from one side of campus to the

other, he said.

U. President Bernard Machen said the university has needed a "safe passage" for pedestrians between the main areas of the campus for many years.

"Now with the safety of thousands of students involved who are living at Heritage Commons, we had to move forward," Machen said.

E-MAIL: jthelmer@desnews.com

What's up?



George Armstrong, of Montroc, a subcontracting firm for Quantum Construction, works at the building site of the Esnet 2 building on University Ave. near the mouth of Provo Canyon.

11-14-97

MARC LESTER/The Associated Press



PHOTOGRAPHY / JYME WADLER
The steel bridge, opened in 1915 and closed two years ago, may soon begin a new life at a golf course or in an equestrian park.

Old Cache bridge needs a new home

70-ton Benson behemoth well-preserved but doesn't meet codes

BENSON, Cache County — When Cache County commissioners cut a ribbon across the new Benson Bridge in 1915, an \$850 Model T built by Henry Ford was one of the first automobiles to motor across the Little Bear River span.

But the historic 73-year-old bridge one mile west of Benson is now as outmoded as Ford's open-air car, forcing officials to find a new home for the structure, which can no longer accommodate heavy farm machinery and other traffic.

The bridge was closed two years ago after it failed to meet codes, but the structure's good preservation and a congressional mandate to preserve it led officials to seek a new home for the 70-ton behemoth instead of demolishing it.

"That bridge looks essentially the same, aside from some weathering and some holes in the deck, as when it was built in 1915," said John McEwan, Utah Department of Transportation environmental specialist.

Who wants a three-quarter-century-old steel bridge?

Well, a lot of people, actually, McEwan said.

"We have in excess of 15 people that have expressed an interest; suffice it to say that some of the better qualifiers are municipalities," he said.

Cities like Provo are interested in the bridge, which McEwan said could be used for automobiles, by hikers or in an equestrian park. Logan officials are also considering bidding for the bridge for placement on the future Logan Municipal Golf Course.

The bridge isn't for sale. UDOT is only looking for takers who can put up matching funds to qualify for \$23,500 in Federal Highway Administration funds.

Of course, the new bridge keeper will have to assume some of the responsibility for toting it to its new locale.

"The thing weighs between 60 and 70 tons — it's 125 feet long, 16 feet wide and 18 feet high. . . . Only a real optimist wouldn't see any problems in moving it," McEwan said.

The bridge will likely have to be broken down into two pieces, possibly more, depending on the

distance to its new home.

Cost for moving the bridge will reach upwards of \$40,000 to \$60,000, McEwan estimates. Buyers must also consider the time, effort and money needed to lay the structure on its new foundation, he said.

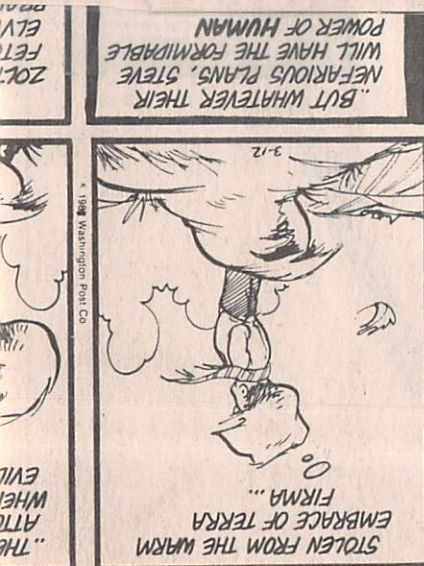
Shoppers for the historic bridge may want to consider its history. The patent for the structure was awarded to a man named Pratt in the early 1800s. Many Pratt bridges were made of wood, until steel technology developed prior to the construction of the Benson Bridge.

McEwan said the bridge was built using connecting pins.

"It was assembled much like an erector set, using large bolts to fasten it together," he said.

Nowadays bridges are built in a rigid fashion, using hot rivets to connect individual trusses, McEwan said.

Utah has a plethora of historic bridges within its borders. Possibly the oldest, near Bear River City, was built in 1889, McEwan said. UDOT is working to preserve other bridges in Utah that must be replaced.

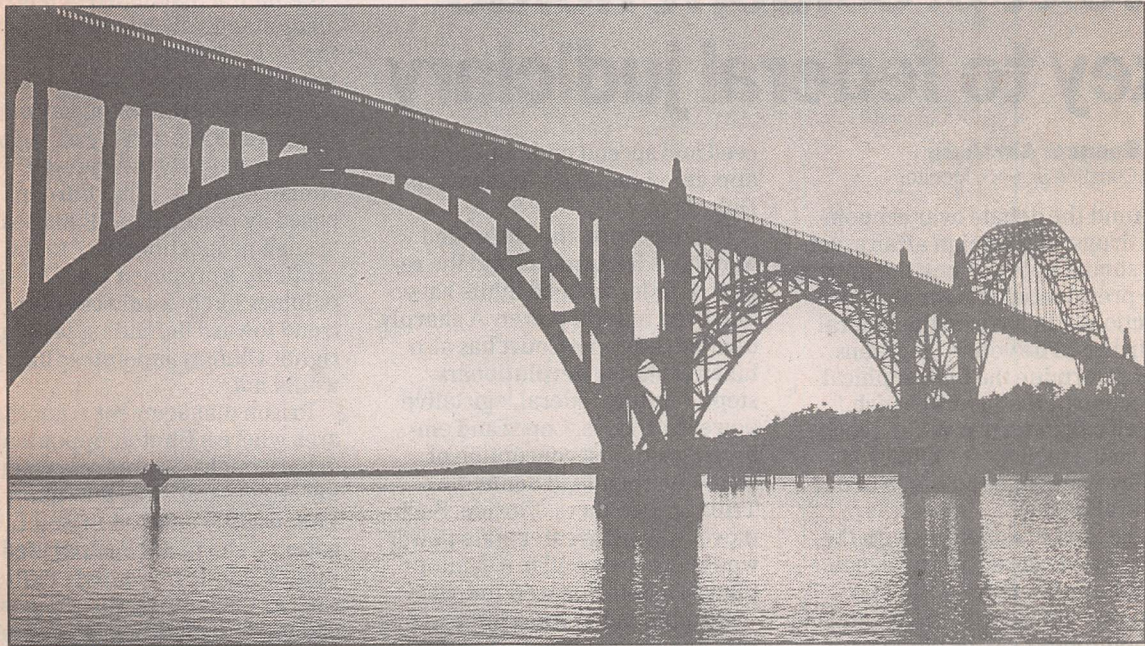


BY BILL WATTERSON



CALVIN AND HOBBES





The Mind's Eye

PHOTO AND TEXT BY DAVID BLY

*Every obstacle you encounter
is an opportunity to build a bridge.*

Next president holds key to federal judiciary

By Spencer Abraham

The Christian Science Monitor

Amid the debate over economics, drugs, and foreign affairs, voters should not overlook the impact the presidential and senatorial elections will have on the federal judiciary. The voters' decisions will determine the philosophical direction of the federal bench, which will in turn have far-reaching consequences for numerous policy issues and the shape of our federal system.

The next president — with the advice and consent of the Senate — will shape the federal judiciary. Roughly 180 district judges and 60 circuit judges will be eligible for "senior status" — essentially retirement — before 2001. That is about one quarter of total judgeships. Because the district and circuit court benches now are approximately two-thirds filled by

ceed and spread under a Clinton-appointed judiciary than under a Dole one.

Furthermore, the Unfunded Mandates Reform Act and the repeal of federal speed limits have devolved federal power. A sharply divided Supreme Court has also taken tentative devolutionary steps, limiting federal legislative power in *U.S. vs. Lopez* and embracing a robust conception of state sovereignty in *Seminole Tribe of Florida vs. Florida*. Such moves toward greater state power would fare less well in a Clinton- than a Dole-influenced judiciary.

Responding to voter interest and concern, state legislatures have begun addressing the "right to die" issue. But federal judges may decide it for them. In *Compassion in Dying vs. State of Washington*, the Ninth Circuit held that a Washington statute barring assisted suicide

in which the court held that any "regulation that deprives land of all economically beneficial use" effects a taking (requiring compensation) unless the use prohibited is a common law nuisance. In *Dolan vs. City of Tigard*, narrow majority interpreted *Nollan* to require that burdens imposed by permit conditions bear "rough proportionality" to the property's proposed use. Dole appointees likely would continue this trend toward defending property rights. Clinton appointees likely would not.

Prison management is another area where a Clinton-appointed judiciary might reverse movement toward greater state autonomy. The recently enacted Prison Litigation Reform Act restricts federal judges' ability to regulate matters such as the temperature of prisoners' food, the lighting in prisoners' cells, and release schedules for state prisons held to be overcrowded.

The act limits such intrusions by barring federal judges from granting relief not narrowly tailored to